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DESCRIPTION
OF AN
ANTIENT PICTURE
In WINDSOR CASTLE,

REPRESENTING

The Embarkation of King HENRY VIII.
at DOVER, May 31, 1520;

Preparatory to his Interview with the French King FRANCIS I.

By JOHN TOPHAM, Esq. F.R.S. F.S.A.

Read at the Society of ANTIQUARIES, June 21, 1781.

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[1781]

A Description of an ancient Picture in Windsor Castle, representing the Embarkation of King Henry VIII. at Dover, May 31, 1520; preparatory to his Interview with the French King Francis I. By John Topham, Esq; F. R. S. F. S. A.

Read at the Society of Antiquaries, June 21, 1781.

THE general advantages which arise to the Antiquary and Historian from the preservation of such authentic historical representations as are coeval with the transactions they record, and the reasons which occasioned the interview between the two Kings of England and France, as well as the manner in which that scene of pomp and magnificence was conducted and carried into execution, have been already so ably and elaborately demonstrated by our late worthy Vice President, Sir Joseph Ayloffe, Bart. in his "Historical description of an ancient picture in Windsor Castle representing the interview between King Henry VIII. and the French King Francis I. between Guines and Ardres, in the year 1520," printed in the works of this Society *: that it will now only be necessary to refer

* Archaeologia, vol. III. p. 185.

to that learned description upon those heads, and confine our present observations to the matters arising from a view of the picture before us, distinctly from the other painting; and for that purpose, to bring to the recollection of the Society, that after every regulation had been made, and preliminary settled by Cardinal Wolsey for this interview taking place in June 1520, King Henry VIII. removed from his palace at Greenwich on the 21st of May on his way towards the sea, the first day to Otford, then to Leeds castle, then to Charing, and from thence on the 25th he reached Canterbury, where he proposed to keep the approaching festival of Whitsuntide *.

On the next day King Henry received an account of the unexpected arrival off Hithe of the Emperor Charles V. on his return out of Spain. The Emperor was saluted by the Vice Admiral of England, Sir William Fitz-William, afterwards Earl of Southampton, who then lay with a fleet of the King's ships for the protection of the passage between Dover and Calais. Cardinal Wolsey was immediately dispatched to receive his Imperial Majesty at Dover, and towards the evening of the same day the Emperor landed in † Dover harbour, where he was met by the Cardinal; and by him was conducted to the castle of Dover.

THE arrival of the Emperor, and the manner in which he was received and entertained during his stay in England, is so minutely described by Stowe in his ‡ Chronicle, that I shall give it in his own words.

* Stowe's Chronicle.

† A curious picture, in the valuable collection of the right hon. lord viscount Montagu at Cowdray, preserves this scene of the arrival of the Emperor. The two fleets are given at a distance; the Emperor is represented as descending from his ship into a boat, and the Cardinal with his attendants are waiting to receive him on the beach in Dover harbour.

‡ P. 506.

“ THUS.

“ Thus landed Charles the Emperor at Dover under his cloth
“ of estate of the black Eagle all fret on rich cloth of gold; in
“ whose company was the Queen of Arragon with divers noble
“ estates and faire ladies of his country and blood, which were
“ received at the sea side by the lord legate Cardinal and
“ other lords and gentlemen. The Emperor, so accompanied,
“ at ten of the clock at night by torch light was brought to
“ the castle of Dover, where he rested, and there Sir Edward
“ Peynings, Warden of the Five Ports, brought to the Emperor
“ the keys of the castle, who refused them, saying he knew
“ well that he was out of all danger and as safe as if he were
“ at home in his own realm.—The same night about two
“ of the clock the King came to Dover by torch light;
“ and as soon as the Emperor heard of his coming, he
“ arose and met the King at the stair head, where either em-
“ braced the other in his arms, and there they talked together a
“ long time, and always the King had the Emperor on his right
“ hand. On the morrow, which was Whitsunday, the King
“ and the Emperor, with all the other estates, rode unto Can-
“ terbury, the sword born by the earl of Derby riding between
“ them both, by the Kings commandment. And so these Princes
“ rode to Canterbury and to Christ's Church, where they were
“ received with general procession by the Lord Cardinal and
“ others.—The King and the Emperor went both under one
“ canopy unto Thomas Becket's Shrine, where they made their
“ prayers and oblations, and then went to the Archbishop's
“ palace where the Queen of England, the Emperor's aunt †,
“ met him going into the great chamber, of whom he was joy-

† Sister to the Emperor's mother.

An historical Description of

4
“ fully received and welcomed.—The Emperor and the King
“ took a little recreation, and then went to high mass where
“ they offered, first the Emperor and then the King, and so re-
“ turned to their traverses set apart, and after went to dinner,
“ at which service the Emperor’s trumpets sounded and not
“ the King’s.—On Monday at nine of the clock at night was
“ begun a banquet which endured till the next morning at three
“ of the clock; at the which banquet the Emperor, the King
“ and the Queen did wash together; the duke of Buckingham
“ giving the water, the duke of Suffolk holding the towel.
“ Next them did wash the Cardinal, the Queen of * France and
“ the Queen of Arragon.—At which banquet the Emperor kept
“ the state, the King sitting on the left hand, next him the
“ French Queen, and on the other side sat the Queen, the Car-
“ dinal, and the Queen of Arragon; which banquet was served
“ by the Emperor’s own servants.

“ ON Tuesday these estates departed out of Canterbury.—The
“ Emperor brought the Queen his aunt on horseback to Dover
“ ward.—Then the Emperor and the King kept company to-
“ gether till they came to the Downs where they parted.—The
“ Emperor went to Sandwich and to his Fleet, which were in
“ number great ships with two tops apiece, 44.”

THE reason of this sudden arrival of the Emperor our histo-
rians inform us was to endeavour to dissuade Henry from pro-
secuting his intended expedition into France; and he is said
to have made large offers to Henry to break his connexions
with the French king, with whom the Emperor was at va-
riance. In this attempt, however, Charles failed, for im-
mediately upon their separation Henry proceeded to Dover, and

* Mary queen dowager of France, sister to king Henry, then married to Charles
Brandon duke of Suffolk.

the preparations for the embarkation were carried on with the utmost expedition.

THE vast number of the nobility and others, who were appointed to attend the king into France, necessarily took up much time in embarking. The Cardinal Legate, the archbishop of Canterbury, the bishop of Durham, lord privy seal, the bishops of Ely, Chester, and Exeter, the archbishop of Armagh, the dukes of Buckingham and Suffolk, the marquis of Dorset, the earls of Shrewsbury, Essex, Devonshire, Westmoreland, Stafford, Kent, Wiltshire, Worcester, Northumberland, Oxford, and Kildare, made part of the train; besides other lords, knights, ladies, &c. The number of persons attendant upon the king and queen were, according to Stowe, 4334, having with them 1637 horses; besides those of the dowager French queen and the duke of Suffolk her husband, and the Cardinal; the last of whom was attended by 12 chaplains, 50 gentlemen, 238 servants, and 150 horses.

THE necessary preparations being compleated, the king himself embarked early on Thursday morning the 31st of May, and the wind being fair for his passage over, he arrived at Calais about eleven o'clock on that day.

IT is the view of this embarkation that the painting now before us perpetuates. The ship called the *Harry Grace de Dieu*, or the Great Harry, is represented as just sailing out of the harbour of Dover, with her sails set. She has four masts, with two round tops on each mast, except the shortest mizen; her sails and pennants are of cloth of gold, damasked. The royal standard of England is flying on each of the four corners of the forecastle, and the staff of each standard is surrounded by a fleur-de-lis, Or. Pennants are flying on the mast heads, and at each quarter of the deck is a standard of St. George's cross. Her quarters and sides, as also the tops, are fortified and decorated with

with heater shields or targets, charged differently with the cross of St. George. Azure a fleur de lis, Or. Party per pale Argent and Vert * a union rose. And party per pale Argent and Vert a portcullis, Or, alternately and repeatedly.

ON the main deck the KING is standing richly dressed in a garment of cloth of gold edged with ermine, the sleeves crimson, and the jacket and breeches the same. His round bonnet is covered with a white feather laid on the upper side of the brim. On his left hand stands a person in a dark violet coat slashed with black, with red stockings; and on his right hand are three others, one dressed in black, another in blueish gray guarded with black, and the third in red guarded black, and a black jacket slashed; behind them are yeomen of the guard with halberts. Two trumpeters are sitting on the edge of the quarter deck, and the same number on the forecastle sounding their trumpets. Many yeomen of the guard are on both decks. On the front of the forecastle are depicted party per pale Argent and Vert, within a circle of the garter, the arms of France and England quarterly, crowned, the supporters a lion and a griffin, being the arms and supporters then used by king Henry VIII. The same arms are repeated on the stern. On each side the rudder is a port hole with a brass cannon, and on each side the main deck are two port holes with cannon, and the same under the forecastle. The figure on the ship's head seems to be meant to represent a lion, but is extremely ill carved. Under her stern is a boat having at her head two standards of St. George's cross and the same at her stern, with yeomen of the guard, and other persons in her.

ON the right of the Great Harry is a three masted ship, having her sails furled, and broad pennants of St. George's cross

* Green and white were the favourite badges of the house of Tudor.

flying.

flying. She has four royal standards on her forecastle, and on each side the rudder is a port-hole and cannon. On the upper deck are eight cannon on each side, and on the lower deck two. Her sides and tops are ornamented with shields charged with the same arms as those of the Great Harry, with the addition of one on her stern, viz. Party per pale Argent and Vert a fleur de lis, Or. The forecastle and quarter deck are crowded with persons apparently of the king's suit. Near her stern is a boat with a single person in it.

BETWEEN the two ships is a long-boat or pinnace filled with a number of persons, chiefly yeomen of the guard with their partizans. At the head are two broad pennants, barry of two Argent and Vert, on the one is a union rose, and on the other a portcullis, Or. Between them stands a person who rests his hand on the staff of one of the pennants. At the stern are two other broad pennants, barry of two Argent and Vert, on the one a fleur de lis, Or, and on the other the union rose.

ON the right of this last mentioned ship, near the shore, is another boat filled with persons seemingly of distinction. At its head are two broad pennants, on one of which is a fleur de lis, Or, and on the other a union rose. At the stern are two other broad pennants, the one having a union rose, and the other a portcullis, Or. A man sits at the head with a hat and feather, beating a drum.

THESE two ships are followed by three others, each having pennants of St. George's cross flying; their sides and tops are ornamented with shields charged like the former. That in the foreground of the piece hath four masts; a sail is hoisted on one of the mizen masts, and one is hoisting on the fore mast; the sail on the main mast is furled, but the top and mizen sails are loose. On her forecastle three royal standards are visible, the fourth being hid by the fore sail. On her starboard side is a
boat.

boat from whence several persons are ascending into the midship by means of the ship's ladder. On the stern of this ship is painted on a ground paly of four the royal arms of England. France is coloured Vert three fleurs de lis, Or: the supporters are a lion and a griffin. Above these arms are three port-holes with cannon, and above them is a union rose and a fleur de lis, Or.

THE next are two three-masted ships ornamented and decorated in a manner nearly similar to those already described; in the stern gallery of one of them are three persons looking out of the windows; he in the center has a hat and feather on his head, and is apparently a person of considerable distinction.

ALL these ships have brass and iron cannon pointed out of the port-holes, and are crowded with passengers; some of whom are looking over the railing of the galleries, and others out of the cabin windows.

BETWEEN these ships and the shore are two boats carrying passengers on board the ships. In the stern of one of them is an officer dressed in green, slashed, holding up an ensign, or ancient of five stripes, white, green, red, white and green, similar to the colours of the adjacent fort. Near him sits a drummer beating his drum, and a fifer playing on a fife.

IN the offing is represented a variety of other ships under weigh, having their sails set; and in the distant view the white cliffs on the coast of France between Bologne and Calais are seen, and the castle at Calais is apparent.

IN the foreground of the picture, close to the water's edge, are two circular forts, communicating with each other by a terrace. One of these forts contains two tier of cannon, the other three; they are represented as firing a royal salute. On the platform of the westernmost fort are eight embrasures mounted, and
on

on it is a man displaying the colours of St. George. On the platform of the other fort are thirteen embrasures with brass and iron Cannon, and two other tier below it. A man displays a pair of colours, of five stripes, white, green, red, white and green, similar to those in the boat which is near it. At the foot of this fort are two men, one of whom is gathering up cannon balls, and putting them into the leathern apron of his companion.

ON the terrace are several bill men and yeomen of the guard; some standing to observe the departure of the ships, and others going into the forts.

NEAR the middle of the terrace is a gentleman dressed in a green and yellow jacket, with slashed sleeves and breeches, and white stockings; over all he wears a black cloak; he has a yellow ruff round his neck, short yellow hair, wears a black bonnet, and at his side a long sword, the hilt of which he holds in his left hand; he is preceded by two bill men, and before them is an officer having a dagger at his side, and carrying on his left shoulder a sword of state; this gentleman is obviously a person of distinction, probably Sir Edward Poyning, then constable of Dover castle, and warden of the Cinque ports.

A PAGE is represented as going towards the westernmost fort, beautifully dressed, carrying a sword on his shoulder, to which is suspended a target, richly studded. The dresses of the bill men are various, but are well represented.

A PERSON is seen sitting on the rock near the inner fort, having a high-crowned hat on his head; probably a Dutch sailor observing the embarkation.

ON the hill which forms the opposite point of the harbour is seen the castle of Dover. The tower over the principal gateway, and several other of the towers here represented, exactly

C

correspond

correspond with the view which that magnificent and stupendous building now exhibits from the same situation.

THE view being taken from the south-west point of Dover harbour, near the foot of Shakespear's cliff, and extending across the harbour eastward to the castle, leaves the town of Dover in the cod of the bay to the north, undescribed.

THE two forts here described were the *Arch-cliff* fort to the west, and the *Black bulwark* to the east. The picture in the collection of lord Montagu abovementioned, exhibits these two forts as being near the foot of the round hill called Shakespear's cliff; and a plan of the town and harbour of Dover made in the reign of Queen Elizabeth (see the plate annexed) points out with precision the situation of these two forts. A valuable MS. in the library of our worthy member, Gustavus Brander, esq; containing an account of the ordnance, ammunition, and stores of Henry VIII. taken soon after the death of that king, gives us an exact state of the furniture of these two forts at that time; by which it appears that there were in the Arch-Cliff fortrefs four pieces of brass, and twenty-four pieces of iron cannon; and in the Black bulwark three pieces of brass and sixteen pieces of iron cannon. This account, preserving to us the names of the different kinds of ordnance and military instruments then in use, cannot be unentertaining to the Society.

"The Fortresse of Archeclief besides the Peere of Dover."

ORDYNAUNCE* and munitions belonging to the said fort in the charge of Edmund Mondye, Capt. Viewed the month of January, An. Reg. Edw. Sexti primo.

Demy culveryns of brasfe	-	-	-	-	1
Sacres of brasfe	-	-	-	-	2
Fawcons of brasfe	-	-	-	-	1
Fowlers of iron	-	-	-	-	1
Single serpentynes of iron	-	-	-	-	3
Bafis of iron	-	-	-	-	12
Hagbusshes of iron	-	-	-	-	4
Powder	-	-	-	-	oone last.
Demy culveryne shotte	-	-	-	-	50
Sacre shotte	-	-	-	-	100
Fawcone shotte	-	-	-	-	50
Fowler shotte of stone	-	-	-	-	20
Serpentine shotte	-	-	-	-	20
Bafis shotte	-	-	-	-	100
Hagbusshes shotte	-	-	-	-	100
Bowgies	-	-	-	-	30

C 2

Sheiffs

* Ordnance in England is distinguished into two kinds; *Field pieces*, which are from the smallest to 12 pounders; and *Cannon of Battery*, which are from a culverin to a whole cannon. Each of these divisions is again subdivided: the first into hafe, rabinet, falconet, falcon, minion ordinary, minion largest, saker least, saker ordinary, demi-culverin least, and demi-culverin ordinary: the second into culverin least, culverin ordinary, culverin largest, demi-cannon least, demi-cannon ordinary, demi-cannon large, and royal whole cannon. Chambers' Dict. voce *Ordnance*.

DIFFERENT nations, it is to be observed, give different proportions to pieces of the same denomination; so that we have an Italian, a German, a French and an English set of *cannons*, all differently adjusted. Chambers' Suppl. voce *Cannon*.

SIR William Monson in his *Naval Tracts* written in the reign of Queen Elizabeth

Sheiffs of arrowes	-	-	-	60
Bowe stringes	-	-	-	demy grosse.
Morris pickes	-	-	-	20
Blacke bills	-	-	-	50

Elizabeth and James I. treating on the distinct practice or special duties of officers belonging to the King's ships at sea, in "the office of gunner" gives the following account of the names, dimensions and weight of the cannon, shot, and powder of the ancient English ordnance.

Names.	Bore of cannon. Inches.	Wt. of cannon. lb.	Wt. of shot. lb.	Wt. of powder lb.
Cannon royal	8½	8000	66	30
Cannon	8	6000	60	27
Cannon serpentine	7	5500	53½	25
Bastard cannon	7	4500	41	20
Demi cannon	6½	4000	33½	18
Cannon petro	6	4000	24½	14
Culverin	5½	4500	17½	12
Basilisk	5	4000	15	10
Demi culverin	4	3400	9½	8
Bastard culverin	4	3000	5	5½
Sacar	3½	1400	5½	5½
Minion	3½	1000	4	4
Falcon	2½	660	2	3½
Falconet	2	500	1½	3
Serpentine	1½	400	¾	1½
Rabinet	1	300	¾	¾

"The Black Bulworke at the Piere of Dover, in the Countie of Kent."

THE ordynance and munitions of warre being within the said bulworke, in the chardge of the faide Mondye, Captaine.

Bafillisches of brasfe	-	-	-	-	1
Culverynes of brasfe	-	-	-	-	1
Demy culverynes of brasfe	-	-	-	-	1
Porte pieces of irone	-	-	-	-	6
Slinges of iron	-	-	-	-	3
Basis of irone	-	-	-	-	7
Demy slinges	-	-	-	-	5
Bafillische shotte	-	-	-	-	150
Culveryne shotte	-	-	-	-	100
Shotte for porte pièces	-	-	-	-	40
Slinge shotte	-	-	-	-	20
Demy slinge shotte	-	-	-	-	40
Basse shotte	-	-	-	-	100

THE pier and harbour of Dover have been formed and supported at an immense expence. Lambard, in his *Perambulation of Kent* *, tells us, that king Henry VIII. expended 63000*l.* upon a pier to restore the haven, but in vain. And Camden in his *Britannia* †, says, that "king Henry VIII. built a mole or pile wherein ships might ride with greater safety. It was done with much labour and at infinite charge, by fastening large beams in the sea, then binding them together with iron, and heaping on great quantities of wood and stone. But the fury and violence of the sea was quickly too hard for the contrivance of that prince, and the frame of the work, by the continual beating of the waves, began to disjoint and fall into decay." Harris, in his *History of Kent* ‡,

* P. 147.

† P. 250.

‡ P. 103.

gives the following account.—“ As to the famous pere of Dover, I find by the Dering MSS. that king Henry VIII. laid out here above 80000l. in that work, making a bulwark which from Arcliff ran far out into the sea to the eastward, and hereby was gained much firm ground. In this place he made moles and bulwarks, and appointed officers and soldiers to keep guard here. These had also the care of the Black Bulwark.

“ In process of time the sea brought such quantities of beach upon the pier, especially about a fort on it called the Black Bulwark, that it drove through the piles, and choaked up the harbour, making a shelf of beach from thence easterly to the bottom of the cliff, called Castle Ray; and this ruin of the pere continually increased, both by the neglect of repairing it, and also by the poor people's stealing the wood and iron from it.”

In the reign of queen Elizabeth, the mayor, jurates, and commonalty of Dover presented a petition to the lords of the council, stating the importance of the harbour of Dover, the ruinous state and condition in which it then was, and proposals for the reparations and works which were then thought necessary to be made, and prayed their lordships to devise some means for carrying the proposed plan into execution*.

IN

* This petition containing some curious facts, it may not be improper to preserve it.

To the right honorable lordes and others of the Queens Maiesties' most honorable privie Councell.

In most humble wise complayninge, beseechen yo^r hono^r yo^r humble orato^r the maio^r jurates and cōlaltie of the Queens Ma^{ties} towne and porte of Dover in the countie of Kent. That whereas the harbo^r of Dover is of late yeres fallen into grate decaye and ruyne, and in few yeres to come is verie like to fall into utter distruc^{ce}on, being a place of suche necessarie service for this realme. What
necessarie

IN consequence of this representation various means were thought of for carrying this necessary, though expensive, plan into execution. A tax or licence of half a crown on every public house in the kingdom for a certain number of years was proposed, but not agreed to. At length an act of parliament passed in the 23d year of Eliz. (cap. 6.) for laying a duty upon every vessel above the burthen of 20 tons, sailing into, or out of, any port in the kingdom for the term of seven years. That term was continued for seven years longer by the statute of 31st of Eliz. cap. 13. and was again renewed for seven years by the statute of the 1st of king James, cap. 32.

To carry the plan of forming the present pier and harbour into execution, the Black Bulwark was taken down, and the west head of the pier then erected was built upon its foundation. The Arch-Cliff fort has been since that time new modelled, and still remains a strong fortification.

THE

neecessarie service that harbo' hath done to the noble kings of this land, speciallie in the tymes of all their victorious warres, we nede not to sett forth to yo' honors, for that to ev'ye of you, the same is sufficientlie knowen: what service it doth dailie in the tyme of peace (and would doe more if it were not so decayed) it were too tedious to expresse to yo' hono^{rs}; synallie wee yo' poore suppliants in o' symple opynions, doe not thinke that any thinge is more requisite for the com'on weale and safetie of this o' naturall country, than the repayringe of the saied harbo' for the sundrye and manye com'odities that the Kinges of this land and o' whole contrey have receaved, and might daylie more and more receave by the same: and wee yo' saied humble orato^{rs} thinkinge it o' bounden duties, not onelie to be contynuall sutors to her Ma^{tie} and yo' hono^{rs} for amendment of the present decayes, w^{ch} the saied harbo' is now in (as often heretofore wee have bene,) but also not to pretermitt at anye tyme anye manner of service or dutie w^{ch} lieth in o' com'on wealth and country, have of late sent over into Flanders for sundrie men of experience of that country, to come hither, who upon good delib'ac'on and view taken, have sett downe as well a pfect platt, shewinge how it may be made a verye good harbo' to contynewe for ever, as also a pfect and playne demonstracion of the whole charges w^{ch} it will amount unto (as themselves have promised to undertake wth good

THE uncommon form of the ships represented in this picture cannot escape observation. The vast height of the masts, the distance from the upper deck and stern gallery to the edge of the water, the shape of the forecastle and the quarter deck, and the ornaments and decorations of the whole, exhibit a view extremely striking and unusual, and give great room to suspect the practicability of ships of this form being actually capable of being navigated.

CONSIDERABLE changes having taken place at different times, in the form and magnitude of ships in this kingdom; it may not be displeasing to the Society to lay before them some observations, so far as they can be supported by authentic information, upon the subject of the English navy previous to its being regularly established by king Henry VIII.

good sureties to pforme) that is to saye, Sixtene thousand cc. pounds and od money; w^{ch} is lesse by XXX. m. lib. at the leaste than the same hath bene estimated at heretofore: And thereuppon we have also brought certen Englishmen of good experience to the said view, who doe not only like and allow of the Duchemens devise and plott, to be the best way that canne be taken for makinge of the same wherebye it may be serviceable for ever, but also doe agree that it will be pformed for that some wth they have so sett downe. And further (right honorable Lords), if this good oportuhytie be not now taken for makinge the said harbor, neither if her Ma^{tie} doe not presentlie repaire the olde wood woorke at the peere head wth two groynes to be new made agreablye to a note thereof sett downe by the said Duchemens, wth great expedicion, it is not onclie verie like that the most parte of her highnes howses there will in short time be eaten up with the sea, but also that place w^{ch} now will serve to be made so good a harbor will be utterly spoyled with aboundaunce of beache or preple that the sea will cast in at the new breache, and so never hereafter anye harbor to be made there, whatsoever neede shall be thereof for anye cost or charges whatsoever. Wherefore we humblie beseeche yo^r hono^r to be the meanes to the Quenes most excellent Ma^{ty} that some devise may be made for sevinge of money and establishinge of good order by yo^r honourable discrecons for the said worke in convenient tyme to be taken in hande. And we yo^r said poore orato^r accordinge to o^r bounden duties shall daylie praye to God for the preservation of yo^r hono^r.

OUR

OUR historical accounts before the arrival of the Saxons in this country are too vague and deficient to furnish us with positive information upon the subject of this enquiry. King Alfred is generally deemed the founder and promoter of our naval strength. Navigation, till that period, had been but little understood, and long voyages seldom attempted. The laws of King Athelstan gave peculiar encouragement to navigation; the merchant, who had been thrice across the high seas upon his own account, became intitled to the rank and privileges of a thane*. King Edgar's fleet had increased to a number almost incredible. Some of our historians † make them amount to between three and four thousand. These however, supposing the numbers to be true, must be considered in point of size to be small and insignificant.

THE royal navy had no existence in those times, except in the pinnaces or barges for the king's own use. The different sea ports of the kingdom were bound by their tenure to supply their quota of ships whenever the public service required it. The ports in Kent and Suffex, as commanding the passage of the narrow seas, had particular encouragement given them to promote the naval strength of the kingdom. At the time of the compilation of that venerable record, *Doomsday book*, those ports were found to have enjoyed various franchises and immunities under the Saxon monarchs, upon condition of their supplying a certain number of ships manned with a certain number of mariners, for a given time every year. When the time of their bounden service was expired, they were to be retained at the charge of the King by whom their assistance was called for.

* Wilkins's Saxon Laws, p. 71.

† Florence of Worcester, Hoveden, and others.

THE ports generally called the Cinque-ports with their members, were bound by their tenure to supply the king with fifty-seven ships, containing twenty-one men and a boy in each ship, for fifteen days once in the year at their own expence, if their service was required. When the king had occasion for a fleet, he issued his mandate to the ports to fit out the number of ships they were bound to supply *. If these were insufficient, the mandates were more extensive ; they frequently being to arrest indiscriminately all ships of more than a certain burthen †. Of

* A. D. 1393.
 Clauf. 18 Ric. II. m. 34.
 Rym. tom. VII. p. 784.

} Mandate from king Ric. II. to John de Beauchamp, constable of Dover castle, and warden of the Cinque-ports, reciting, " That whereas the Barons of the Cinque-ports owe us the following annual service when required, viz. that the said ports and their members should upon 40 days notice fit out and supply the king with 57 ships, each having a master and 20 men well armed and arrayed, at their own proper costs for 15 days; at the expiration of which time the said ships and men to be at our proper charges and pay, so long as we shall have need of them, viz. the master of each ship to have 6d. the constable 6d. and each of the other men 3d. per diem; as by the tenor of the charters and liberties granted by our predecessors, and which we have confirmed, it appeareth. And we having ordained a great naval armament to assemble for our voyage into Ireland, therefore summon the said Barons to perform the said service by sending their said ships and mariners, well arrayed, to attend us at Bristol, &c.

A. D. 1412. Claus. 13. Hen. IV. m. 18. } A like summons.
Rym. tom. VIII, p. 733.

A. D. 1421, Clauf. 9 Hen. V. m. 24. } A like summons.
Rym. tom. X. p. 108.

† OUR public records contain innumerable instances of these mandates: the following will be sufficient to refer to upon this occasion.

Pat. 3 Hen. V. p. 1. m. 32. d. } THE king directed Nicholas Maudyt, his ser-
Rymer tom. IX. p. 218. } jeant at arms, to arrest all ships and vessels in
every port in the kingdom of the burthen of 20 tuns and upwards, for the king's service.

Pat. 14 Edw. IV. p. 2. m. 16. d. } THE king commanded all ships and vessels.
Rymer tom. XI. p. 839. } of the burthen of 16 tuns and upwards to
be arrested for his service.

ficere.

officers were authorized to inspect the ships so procured, and to see that they were sufficiently supplied with men and necessaries in proportion to their tonnage. A curious instrument, issued for that purpose in the reign of king Edward II. remaining upon record, will assist us in forming a judgement of the manner in which that service was performed. By this instrument * Sir John Devereye, clerk, was appointed surveyor of a fleet ordered to assemble in the west, to see that they were furnished with anchors, cables, and other necessaries; and that every ship was sufficiently manned in proportion to its size, viz. a ship of 240 tuns with 60 men, of 200 tuns with 50 men, of 160 or 170 tuns with 40 men, of 140 tuns with 35 men, of 120 tuns with 28 men, of 100 tuns with 26 men, and of 60 tuns with 21 men. And that each ship of 180 tuns and upwards should have one master and two constables †, and those of 160 tuns and under, one master and one constable, who were to be included in the number above specified.

IN the year 1339, 13 Edw. III. ‡ it was ordained in parliament that, for the safeguard of the sea, the Cinque-ports should supply their quota of ships; and the mariners of the west undertook to set forth 70 sail of ships of the burthen of 100 tuns or more, and to bear the charges thereof as far as they were able; and the ships of Portsmouth of the burthen of 100 tuns and upwards were ordered to assemble at Dartmouth.

A LIST of the fleet employed by King Edward III. at the siege of Calais in the 25th year of his reign is extant ||. This list preserves to us the number of the king's ships at that time, as well as those supplied by the different sea ports of the kingdom; several of which have long since fallen into total disuse. The king's

* Printed in the Appendix, No. I.

† The Constable was probably the director of the engagements.

‡ Rot. Parl. vol. II. p. 108.

|| Printed in the Appendix, No. II.

ships were then 25, carrying 419 mariners, being somewhat less than 17 men to a ship; and the number of the whole fleet was 700 ships, manned with 14151 mariners, which upon the general average was little more than 20 men to a ship.

IN those times, when ships were intended for fighting, soldiers were put on board them, and the battle was fought with bows and arrows, cross-bows, darts, spears, slings, and other missile instruments. To grapple and board were the chief objects of a naval fight; and when that was effected the conflict generally became desperate and bloody.

IN a pardon granted to William of Wickham bishop of Winchester, 1 Ric. II. * it is recited that the said bishop had undertaken to supply king Edward III. in the 50th year of his reign, with three ships, for a quarter of a year; each ship having fifty men at arms and fifty bowmen, at the wages and rewards which the king usually paid: the king to pay the mariners.

Stat. 5 Ric. II. stat. 1. cap. 3.	} ALL these statutes restrain	
6 Ric. II. cap. 8.		merchandizes from being
14 Ric. II. cap. 6.		carried out of, or brought

into, the kingdom, except only in *English ships*; provided the owners were satisfied with reasonable gains for the freight thereof. This would consequently greatly encourage the English shipping, and laid the foundation of the famous navigation act which was not completed till the reign of Charles II.

IN 1412 † king Henry IV. complained to the king of Portugal that the ship Thomas, of London, being of the burthen of two hundred tuns, and having a master, a merchant, and a purser (burse-magister) on board, had been violently seized at Lisbon, and the master and crew confined in chains.

* Rymer, tom. VII. 161.

† Ibid. tom. VIII. p. 727.

IN 1442 20 Henry VI. * the commons in parliament stated the necessity of having an armed force upon the sea, and pointed out the number of ships and men that it would be proper to employ for that purpose; viz. *eight ships with fore-stages*, carrying 150 men each; and that there should be attendant upon each ship, a *barge* carrying eighty men, and a *balynger* carrying 40 men, and that four *spynes* or *pinnaces* carrying 25 men each would be necessary; the whole number of men being 2260; and the estimated expences of victualling this fleet for eight months, and the mariners wages for that time, amounted to 6090l. 13s. 4d. The Commons likewise pointed out where these *ships* might be obtained, viz. "At Bristowe, the Nicholas of the Towre, and Katherine of Burtons. At Dartmouth, the Spanish ship that was the Lord Puns †, and Sir Phelip Courteney's great ship. In the port of London two great ships, one called Trinity, and the other called Thomas. At Hull, a great ship called Taverners, the name Grace-dieu. At Newcastle, a great ship called the George." They also state where the *balyngers*, *barges*, and *spynes* or *pinnaces* might be procured.

THIS authentic proceeding, entered upon the records of parliament, contains many curious facts with respect to the English navy at that time; which shew that no royal navy then existed; but when a fleet was wanted for the public service, ships were hired of the merchants, or wherever they could be the most easily procured.

IN 1445, king Henry VI. ‡ at the request of the king of Sweden, granted a licence for a Swedish ship called the King's Barge, of the burthen of 1000 tuns or under, laden with merchandize, and having 120 persons on board, to come into the

* Rot. Parl. 20 Hen. VI. N^o 30. vol. V. p. 59.

† Q. Poyntz's.

‡ Rymer, tom. XI. p. 364.

ports of England, there to dispose of her lading, and to relade back with English merchandize.

IN 1449 *, the king, at the request of John Taverner, of Hull, mariner, "who, with the divine assistance and of divers
" of the king's subjects, had made a ship as large as a great
" carrack or larger, then being in the port of London, granted
" that the said ship, by reason of her unusual magnitude, should
" be named the *Grace-dieu-Carrack*, and should enjoy certain
" privileges in trade."

THE inscription on the tomb of William Canning, in Ratcliff church, Bristol, ann. 1474 †, "mentions his having forfeited
" the king's peace, for which he was condemned to pay 3000
" marks, in lieu of which sum king Edward IV. took of him
" 2470 tuns of shipping; amongst which there was one ship
" of 900 tuns burthen, another of 500 tuns, and one of 400
" tuns, the rest being smaller." "Yet (adds the laborious and
" valuable Anderson), although these greater ships had Eng-
" lish names, we are nevertheless in doubt whether we had at
" that time ships of our own building in England so large;
" possibly therefore Canning might have either purchased or taken
" them from the Hanseatics, or from the Venetians, Genoese,
" Luccese, Ragusians or Pisans; all of whom had ships of even a
" larger burthen at that time."

IN 1478 ‡, King Edward IV. granted a licence to Robert Alcock to send an English ship of 240 tuns or under, laden with merchandize (not of the staple of Calais), to Iceland, and there to relade with fish or other goods back to England.

IN 1481 §, king Edward IV. in the 20th year of his reign, having occasion to send a naval force against his faithless and an-

* Ibid. p. 258.

† Anderson's Hist. of Commerce, vol. I. p. 271.

‡ Rymer, tom. XII. 94.

§ Ibid. p. 139.

tient enemy the king of Scotland, iſſued his mandate for arreſting ſeamen for manning fix ſhips of his own, and five belonging to other perſons. The king's own ſhips were called the *Grace de Dieu*, the *Mary*, the *Anthony*, the *Great Portingale*, the *Spanyard*, and the *Mary Aſhe*.

IN 1512*, 3 Henry VIII. in an indenture made between the king and ſir Edward Howard, kt. “admiral chief and general “capitayne of the king's naval force”, the names and magnitude of the fleet “then to be rigged, equipped, tackelled, decked, “and furniſhed with ordenance and artillery neceſſary and convenient,” are preſerved, as followeth :

	Tons.		Tons.
The Regent of	1000	The Lyon.	120
The Mary Roſe	500	The Barbara.	140
The Peter Pomegranate	400	The George of Falmouth	140
John Hopton's ſhip	400	The Peter of Fowey	120
The Nicholas Reede	400	The Nicholas of Hampton	200
The Mary John	240	The Martenet	180
The Anne of Grenewich	160	The Genet	70
The Mary George	300	The Chriſtopher Davy	160
The Dragon.	100	The Sabyen	120

Soon after this the famous ſhip the *Harry Grace a Dieu* was built. Stowe gives us the following account of the occaſion of building this ſhip. “About the month of Auguſt, 1512, (ſays that accurate annaliſt) † the navies of England and France meeting “in Bretaine bay fought a cruel battle, in the which the *Regent* “or *Sovereign* of England, and a carrick of Breſt in France,

* Ibid. p. 327.

† P. 490.

“being

“ being grappled together, were burned, and their captains with
 “ their men all drowned. The English captain was fir Thomas
 “ Knevet, who had with him Sir John Carew and 700 men. In
 “ the French carrick was fir Pierce Morgan with 900 men, who
 “ were all burnt or drowned. King Henry, hearing of the loss
 “ of the *Regent*, caused a great ship to be made, such a one as
 “ the like had never been seen in England, and named it *Henry*
 “ *Grace de Dieu*.” Hall, and other Chronicles of the time
 give a similar account of the time and occasion of building
 this celebrated ship.

FROM that time the royal navy of England was settled upon
 a regular permanent establishment; a navy office was erected by
 king Henry VIII. and we find by an inventory * taken after the
 death of that monarch, that the king's ships, gallies, and pin-
 naces were then encreased to 53, containing 6255 tuns, and car-
 rying 7780 men.

THESE authorities apply to the magnitude of the ships for-
 merly used in this country; as to the form, our proofs are not
 so satisfactory. Coins, and the seals of admirals and sea-port
 corporations, are our principal evidences upon this head. The
 nobles, the rials, and the angels of our kings from Edward III.
 to Charles I. inclusive, represent the figure of a ship on their re-
 verses; all of which, previous to the reign of Henry VIII. give
 only one mast and one sail. One of the George-nobles of that
 king (probably struck early in his reign), has likewise only one
 mast; but another coin of that reign represents a ship with three
 masts. A pattern six-angel piece of his son Edw. VI. also re-
 presents a ship with three masts clearly distinguished.

An original seal of John Holland, Earl of Huntingdon (after-
 wards Duke of Exeter) admiral of England and Ireland in the
 reign of Henry VI. in my possession, exhibits a ship with one

* Printed in the Appendix, No. IV.

mast, and one sail, charged with the arms of the admiral. She has a forecastle and a stern gallery, whereon flags of St. George's cross are displayed, and a pennant is flying at the mast-head. A lantern is suspended as a mark that this was a principal ship from which the signals were to be received.

THE seal of Richard, duke of Gloucester, as admiral of England in the reigns of Edward IV. and Edward V. was lately exhibited to this Society by our learned President. That seal represents a ship somewhat larger in appearance, and more decorated than that last described. Only one mast and one sail however is given; the sail is set, and is charged with the arms of the royal admiral; flags of St. George are flying; and the mark of distinction is given by representing a beacon to communicate signals.

THE seals of several of the incorporated sea-port towns likewise represent ships of a similar form and construction with those above described; and not any of them, that I have seen, give more than one mast and one sail prior to the reign of Henry VIII.*

FROM these facts it may be inferred, that the ship anciently used in this country was small and insignificant; and that it gradually increased in size as necessity and convenience pointed out. The use of cannon on ship-board would occasion a great increase in the size of the ship. And the discovery of the new world having opened the eyes of Europe to the advantages of commerce and distant navigation, necessarily required an enlargement of the vessel, as well for the use of the guns as for the convenience of the stores and cargoes; and we consequently perceive the gradual progress from the small one-masted vessel, to the high-built, double-topped, four-masted ship, represented in the picture before us.

* See the seals of Dunwich in Mr. Gardner's History of that town: those of Dover and Faversham engraved for Mr. Boys of Sandwich and Mr. Jacob.

WHEN cannon were first used on ship-board cannot be precisely ascertained; but it is probable they were occasionally used, in some shape, soon after their first invention about the middle of the 14th century. Some authorities will assist us in forming an opinion upon this subject *. Cannon were used by land at the battle of Cressy in the year 1346 † by the English; and we are told that the Venetians used them at sea about the year 1380 ‡. In 1386 § certain English ships met with two French ships sailing towards Sluis, which they took and brought into

* THE learned Dufresne in his Glossary gives the following description and authorities upon the subject of *guns* and *cannons*.

"*Gunna*; *Machinæ bellicæ*, seu *missilis species*; vox contracta ex *mango* vel *man-gona* uti opinatur Somnerus." Tho. Walsinghamus, p. 226. "Nec mora, consuetis adhibitis instrumentis, *missilibus*, scil't, quæ vulgus *gunnas* vocant, terribiliter feriunt." Idem, p. 303. "Et cum lapidibus, lanceis et sagittis, igne Græco & *missilibus*, quæ *gunna* vocantur, nostros ubique repellunt." Ib. p. 374. "Quod cum illi præcise negarent, intendit *gunnam magnam*, cujus unico jactu dejecit partem unius turris."—Ib. p. 398. "Et illic figere vel locare *gunnas* suas quas Galli *canones* vocant, quibus validius villam infestare posset." Ex quibus patet, *gunnam* eandem fuisse *machinam bellicam* quam nostri *canonem* vocabant quæque Angliis a *gunne* dicitur. Unde nescio an a *gunnis* dicti sint *canones*, quasi *gunnones*."

Ibid. voce *Canones*. "*Machinæ bellicæ*, nostris *canons*, sic dictæ, ut quidam volunt quod *cannarum* formam referant, ita enim *canones* siphones vocant Itali." Tho. Walsingham, in Henry V. p. 398. "Et illic figere *gunnas* suas, quas Galli *canones* vocant, quibus validius villam infestare posset."—Continuator Nangij ann. 1356. "Munientes turres balistis, garrotis, *canonibus* et *machinis*, &c." Chronic. MS. Bertrandi du Guesclin, "pour la ville assaillir ordonnerent *canons*."

In computo auxiliorum coactorum pro liberatione Joannis Regis Franc. ann. 1368, in camera computor. Paris. "Guillaume l'Escuier *Maistre des canons du Roy*, que icelui seigneur lui a ordonne estre baille pour querir cent livres d'estoffe "a faire poudre pour quatre *grans canons* qu'il doit faire pour mettre en la garnison de Harefleu."

† Mezerai. Rapin.

‡ Camden's Remains.

§ Hollinshed's Chronicle, vol. II. p. 453.

Sandwich;

Sandwich. There was found on board those ships a *master gunner*, who before served in the English army at Calais, under Sir Hugh Calverley; "and also (says Hollinshed) divers great guns and engines to beat down walls, with a great quantity of powder that was worth more than all the rest."

In the first year of Richard II. * the king directed Thomas Norbury to buy and provide of Thomas Restwold, of London, two great and two lesser engines called *cannons*; 600 stone shot for the same and other engines, and a great quantity of bows and arrows, iron, steel, saltpetre, sulphur, charcoal, and other ammunition for stores to be sent to the castle of Brest.

In 1414, king Henry V. † commanded the collectors of the port of London and other ports, not to suffer any *gunpowder* to be carried out of the kingdom, without the king's special licence.

In 1418 ‡ the king commanded the clerk of the works of his ordnance to procure labourers for the making of 7000 stones for guns of different sorts, in the quarries of Maidstone in Kent.

In the same year § the king commanded the clerk of the works to prepare twelve great carriages for large guns, 20 pipes of powder made of the charcoal of willows, and various other articles for the use of the guns.

In 1474 || king Edward IV. directed all the *bombs, canons, culverins, fowlers, serpentines*, and all other *canons* whatsoever; as also powder, sulphur, saltpetre, stones, iron, lead, and other materials fit and necessary for the same canons, wherever found, to

* Rot. Franc. 1 Ric. II. p. 2. m. 15.

† Claus. 2 Henry V. m. 16.

‡ Pat. 5 Henry V. m. 41.

§ Ibid. m. 3.

|| Pat. 14 Edw. IV. p. 2. m. 16.

be taken and provided for his use, paying a reasonable price for the same.

IN the year 1521 *, was first introduced the use of *hand guns* or *muskets*; in consequence whereof (says Mr. Anderson), in little more than 100 years the practice of bows and arrows in war was laid aside.

IN 1521 † John Owen began to make brass ordnance, as *canons*, *culverins*, and such like; he was the first Englishman (says Stowe) that ever made that kind of artillery in England.

IN 1543, 35 Henry VIII. ‡ “the king minding wars with
“ France, made great preparations and provision, as well of munitions and artillery, as also of *brass ordnance*, amongst which
“ at that time one Peter Bawd, a Frenchman born, a gunfounder, or maker of great ordnance, and one other alien called
“ Peter Van Collen, a gunsmith, both the king’s feed-men, conferring together, devised, and caused to be made, certain
“ *mortar pieces*, being at the mouth from eleven inches unto
“ nineteen inches wide; for the use whereof the said Peter and
“ Peter caused to be made certain hollow shot of cast yron stuffed
“ with fire-work or wildfire, whereof the bigger sort for the
“ same had screws of yron to receive a match to carry fire kindled, that the fire-work might be set on fire to break in small
“ pieces the same hollow shot, whereof the smallest piece, hitting any man, would kill or spoil him. And after the king’s
“ return from Bullen, the said Peter Bawd by himself, in the
“ first year of Edward VI. did also make certain ordnance of
“ *cast yron* of divers sorts and forms; as *fawconet*, *falcons*, *mitions*, *fakers*, and other pieces.”

* Anderson’s History of Commerce, vol. I. p. 351.

† Stowe’s Chron. 572.

‡ Ibid. p. 584.

NOTWITHSTANDING these authorities are sufficient to convince us that cannon were used on ship-board, in some manner, soon after their invention, yet it doth not clearly appear when they were first used in their present form. We have representations of ships in the reigns of Richard III. and Henry VII. * having guns pointed over the tops of their sides or gunwales; but sir Joseph Ayloffe, in his learned description of the paintings at Cowdray † tells us “ that the earliest representation of ships of war having *port-holes* for their guns, which he had met with, “ was in the valuable picture preserved at Cowdray of the landing of the Emperor Charles V. at Dover, in the year 1520.” It is however certain that the ship *Harry Grace a Dieu*, built by king Henry VIII. in the 4th year of his reign, had cannon and many port-holes.

THIS ship varied in its decorations and in the number of its port-holes and guns at different times. She is represented in the picture before us as having her sides and tops ornamented with shields charged with the different arms the king used, and having only five port holes on each side open. In the valuable painting preserved at Cowdray, engraved by this Society, made 25 years after, the shields of the arms are not shewn, and more port-holes are open; she being then in the act of engaging the enemy. An original drawing of this ship presented to king Henry VIII. in the 38th year of his reign, A. D. 1546, by Anthony Anthony, one of the officers of the ordnance, still preserved in the Pepysian library, in Magdalen college, Cambridge ‡ (from an accurate copy of which, made by the ingenious Mr. Kerrich,

* Cotton. MSS. Julius, E. IV.

† *Archæologia*, vol. III. p. 267.

‡ This curious book beautifully drawn and written upon vellum, and embellished with gold, is intituled “ A Declaration of the Royal Navy of England, “ composed:

Kerrich, of that college, the annexed plate is engraven) represents this ship as carrying more than 80 guns, and having port-holes for many more; the shields of arms are all removed except the cross of St. George; banners of different colours are displayed upon the fore-castle and main deck; the standard of England is flying at the main-mast head, and a great number of pennants of St. George's cross are suspended at the different masts by way of ornament. A particular state of the guns, ammunition, and stores of every kind belonging to this ship at that time is printed in the Appendix, No. III. from the above-mentioned valuable book. These three authorities however concur in representing the form of this ship to be the same, although they differ somewhat in the ornaments and decorations. There is an engraving of a ship said to be of the Great Harry, from an original of Hans Holbein, published by T. Allen, in 1756, which differs so widely from the above authorities that it seems apparent they could not be meant to represent the same ship. The prow and the round towers on the fore-castle, the main-deck, and the stern gallery of the ship in Allen's print vary the form so essentially as to destroy any similitude between that ship and those above spoken of, and make it highly probable that his engraving was made from a drawing of a date much subsequent to the reign of Henry VIII. He has not told us where his original is now preserved; but there is one circumstance which, if he has followed his painting faithfully, is decisive upon the point against him; namely, that the supporters of the royal arms on the stern of his ship are a lion and a unicorn, whereas it is well known that the unicorn was not introduced

" composed by Anthony Anthony, one of the officers of the ordnance, and by him.
 " presented to king Henry VIII. an. regni 38. Dni. 1586, in three parchment
 " rolls, containing, roll 1st shippes; 2d galliasses; 3d pynasses and rowe bargys."

roduced as a supporter of the royal arms earlier than the reign of king James I. *

This famous ship being at Woolwich, on the 27th of August, 1553, the first year of queen Mary, by the carelessness of the mariners took fire, and was totally consumed.

Soon after the death of Henry VIII. a commission issued for an inventory to be taken of all his effects of every kind: a list of the names of the king's ships and vessels then in being, together with an account of the tunnage, the stores and ammunition of every particular ship, and the number of men carried by each of them, being thereupon returned, is preserved in Mr. Bran-

These rolls were kept in the Royal Library until the year 1680, when king Charles II. presented the first and third of the rolls to Samuel Pepys, esq, then secretary to the Admiralty; the second roll being afterwards found was remaining in 1690 in the Royal Library at St. James's, which library was given by king George II. to the British Museum; but this roll probably did not accompany that collection, it not being now to be found in that valuable repository of useful knowledge.

* It is not improbable, from this circumstance, that the ship engraved by T. Allen, was a ship of king James I. a description of one of which is thus given in Stowe's Chronicle †. " This year, 1610, the king builded
" a most goodly shippe for warre, the keele whereof was an hundred and
" fourteen foote long, and the crosse beam was forty foure foote in length; she will
" carry threescore and foure pieces of great ordinance, and is of the burden of 1400
" tunne. This royal ship is double built, and is most sumptuously adorned within
" and without with all manner of curious carving, painting, and rich gilding, be-
" ing in all respects the greatest and goodliest ship that ever was builded in Eng-
" land; and this glorious ship the king gave unto his son Henry prince of Wales;
" and the 24th of September the king, the queen, the prince of Wales, the duke
" of York, and the lady Elizabeth, with many great lords, went unto Woolwich
" to see it launched; but because of the narrowness of the dock it could not then
" be launched; whereupon the prince came the next morning by three of the
" clock, and then at the launching thereof the prince named it after his owne
" dignity, and called it *The Prince*. The great workmaster in building this
" ship was Master Phynies Pet, some time Master of Art of Emanuel colledge,
" Cambridge."

† P. 996.

der's valuable MSS. abovementioned, and is from thence hereto subjoined, Appendix, No. IV.

THE manner of building ships at the period of time we have been speaking of, was probably borrowed from the Venetians, the then great naval power in Europe; the vast height of the ship above the water's edge, the great length of the masts and the ornaments and decorations over the whole, seeming to be much more adapted to the stillness of the Adriatick and the Mediterranean seas, than to the rough boisterous ocean of the northern parts of Europe.

I **TOUGHT** to apologize for having taken up so much of the time of the Society, but the subject appeared to me to be curious and interesting; and if the materials I have here collected will tend to throw any lights upon the ancient state of the English navy, or be the means of inducing gentlemen of greater practical knowledge than myself to investigate that obscure subject, the pains I have taken in making these researches will be amply compensated.

A P P E N D I X, N° I.

Forma de providenciis, &c. pro passagio apud Plymmuth in Vascon
faciend' p Johem Devery *

LA FORME coment Sire Johan Devery clerc q'est assigne pur
hastier et surveer la Navye q'est mandez devenir a Plymmuth a
les Uttaves de la Trinite p'schein avenir pur les busoignes n're Seignur
le Roi vers la Duchee de Guyenne se doit port' et aver en meisme le
busoigne. Primerement il doit aler a Suthampton, et de illoeques devers
le West as touz les portz ou le niefs ferront mandez, a surveer qe les
niefs qe sont mandez soient prestes et assignez pur cele busoigne des
pluis suffisantes qe purront estre trovez dedeinz les portz a ce nomez;
et que chescune de celes niefs eit son attil bien et plein, come des
auncres, cordes, et cables, et autres choses necessaries et covenables;
et qe totes celes niefs soient garnyes de bonez gentz en la forme souz
escrite; c'est assevoir, Qe une nief q'est de 240 toneaux, avera 60
hommes mariners; une nief de 200, 50 hommes; une nief de 160 ou
180, 40 hommes; une nief de 140, 35 hommes; une nief de 120, 28
hommes; une nief de 100, 26 hommes; une nief de 80, 24 hommes; et
une nief de 60, 21 hommes. Et fait a remembrer, Qe chescune nief de
180 toneaux, et de pluis graunt charge, avera un mestier et deus conestab-
les, qe ferront contenuz dedeinz le nombre des mariners; et chescune
nief de 160 toneaux, et de meyndre charge, avera une mestier et un
conestable, qe ferront contenuz dedeinz le nombre des mariners. Item
le dit Sir Johan se doit aviser od les bones gentz des Portz, ou il vendra
a pluis pres q'il pourra queux pountz et clayes et rasteux et autres
choses ferront covenables et busoignables pur chescune neef solonc ce
qe eles soient grauntz et petites; et q'eles se deveront charger ou de
gentz ou des chivaux, si qe le dit Sire Johan puisse aviser les Viscontes
q' sont chargez de purveer totes choses qe ferront covenables et busoigna-
bles pur les dites neef. Item le dit Sire Johan doit exciter et charger

* Rot. Pat. 17 Edw. II. m. 13.

les Viscontes et touz ceux qe se devient meller de ceste busoigne, de la hafter par totes les covenables maneres q'ils savoront ou purront, si qe les dites neefs bien appareillies et adrefcees soient as dites jour et lieu en totes maneres prest et appareillies a cygler; et doit le dit Sire Johan aviser p ses lres le Chauncellier ou le Tresorier de l'esploit q'il avera fait si sovent com il purra et mestier ferra, et de defaute si q'il trouast en ministre ou autre si qe eux puissent ordeiner et adrefcer la busoigne et les defautes, si nulles soient, solonc ce q'il verront qe soit au profit le Roi. Et fait assavoir qe les mariners ferront paie de leur gages devant la mayn pur 20 jours p'scheinz suanz apres qe eux comencent de cygler playn journey; de quels temps les Viscontes des leus ou le dit Johan certefient le Chauncellier ou le Tresorer a tiel temps qe eux puissent ordeyner le payement. Et auxint certefient les avanditz Chauncellier ou Tresorer des nunes et des mestiers des niefs, et de nombre des mariners, et de quel Havene de els soient, pur pluis certeynement payement faire, et meilleur purveance faire de leur viailles en temps.

A P P E N D I X, N° II.

A Roll of King Edward the Third's Fleet before Calais.
Extant in the Great Wardrobe *.

The South Fleet.

The King's	Ships	25	Winchelsea,	Ships	21
	Mariners	419		Mariners	596
London,	Ships	25	Weymouth,	Ships	13
	Mariners	662		Mariners	263
Milford,	Ships	2	Lyme,	Ships	4
	Mariners	24		Mariners	62
Hoo,	Ships	2	Seaton,	Ships	2
	Mariners	24		Mariners	25
Maidstone,	Ships	2	Sydmouth,	Ships	3
	Mariners	51		Mariners	62
Hope,	Ships	2	Exmouth,	Ships	10
	Mariners	39		Mariners	193
New Hyth,	Ships	5	Teymouth,	Ships	7
	Mariners	49		Mariners	120
Margate,	Ships	15	Dartmouth,	Ships	31
	Mariners	160		Mariners	757
-----	Ships	2	Portsmouth,	Ships	5
	Mariners	22		Mariners	96
Feverham,	Ships	22	Plymouth,	Ships	26
	Mariners	504		Mariners	603
Dover,	Ships	16	Loo,	Ships	20
	Mariners	336		Mariners	315
Wight,	Ships	18	Yalm,	Ships	2
	Mariners	220		Mariners	47

* Hackluyt's Voyages.

F 2

Foy,

Foy,	Ships	47	Limington,	Ships	9
	Mariners	770		Mariners	159
Bristol,	Ships	22	Pool,	Ships	4
	Mariners	608		Mariners	94
Tinmouth,	Ships	2	Wareham,	Ships	3
	Mariners	25		Mariners	59
Hastings,	Ships	5	Swanzey,	Ships	1
	Mariners	96		Mariners	29
Romney,	Ships	4	Ilfra Combe,	Ships	6
	Mariners	65		Mariners	96
Rye,	Ships	9	Padstow,	Ships	2
	Mariners	156		Mariners	27
Hieth,	Ships	6	Polerman,	Ships	1
	Mariners	122		Mariners	60
Shoreham,	Ships	20	Wadworth,	Ships	1
	Mariners	329		Mariners	14
Seaford,	Ships	5	Caerdiffe,	Ships	1
	Mariners	80		Mariners	51
Newmouth,	Ships	2	Bridgewater,	Ships	1
	Mariners	18		Mariners	15
Hammowle Hook,	Ships	7	Caermarthen,	Ships	1
	Mariners	117		Mariners	16
Hoke,	Ships	11	Cailchefworth,	Ships	1
	Mariners	208		Mariners	12
Southampton,	Ships	21	Mulbrook,	Ships	1
	Mariners	576		Mariners	12

Total of the South Fleet Ships 493
Mariners 9630

The North Fleet.

Bamburg,	Ships	1	Hull,	Ships	16
	Mariners	9		Mariners	466
Newcastle,	Ships	17	York,	Ships	1
	Mariners	314		Mariners	9
Walwich,	Ships	1	Ravenspurgh,	Ships	1
	Mariners	12		Mariners	27
Hartlepoul,	Ships	5	Woodhouse,	Ships	1
	Mariners	145		Mariners	22

Stolkhithe,

Stolkhithe,	Ships	1	Geford,	Ships	13
	Mariners	10		Mariners	303
Barton,	Ships	3	Harwich,	Ships	14
	Mariners	30		Mariners	283
Sunfleet,	Ships	1	Ipswich,	Ships	12
	Mariners	11		Mariners	239
Saltfleet,	Ships	2	Mersey,	Ships	1
	Mariners	49		Mariners	5
Grimsbj,	Ships	11	Brickelfea,	Ships	6
	Mariners	171		Mariners	61
Wainfleet,	Ships	2	Colchester,	Ships	5
	Mariners	49		Mariners	90
Wrangle,	Ships	1	Whitbanas,	Ships	1
	Mariners	8		Mariners	17
Lynn,	Ships	16	Malden,	Ships	2
	Mariners	382		Mariners	32
Blackney,	Ships	2	Derwen,	Ships	1
	Mariners	38		Mariners	15
Scarborough,	Ships	1	Boston,	Ships	17
	Mariners	19		Mariners	361
Yarmouth,	Ships	43	Suinumber,	Ships	1
	Mariners	1075		Mariners	32
Dunwich,	Ships	6	Barton,	Ships	5
	Mariners	102		Mariners	91
Orford,	Ships	3			
	Mariners	62			
Total of the North Fleet Ships					217
Mariners					4521
Total of all the English Fleet Ships					700
Mariners					14151

A P P E N D I X, N° III.

Furniture of the *Harry Grace de Dieu*, from the Original MS.
in the Pepysian Library in Magdalen College, Cambridge.

Gonnes of Brasse.				Gonnes of Yron.			
Cannons	-	-	IIII	Port Pecys	-	-	XIIII
Di. Cannons	-	-	III	Slyngs	-	-	IIII
Culveryns	-	-	IIII	Di. Slyngs	-	-	II
Di. Culveryns	-	-	II	Fowlers	-	-	VIII
Sakers	-	-	IIII	Baessys	-	-	LX
Canon Perers	-	-	II	Toppe peces	-	-	II
Fawcons	-	-	II	Hayle Shotte Pecys	-	-	XL
				Hand Gonnes complete	-	-	C

Gonne Powder.				Shotte of Yron.			
			Lafts.	For Cannons	-	-	C
Serpentyn Powder in Barrels			II	For Di. Canons	-	-	LX
Corn Powder in Barrels	-		VI	For Culveryns	-	-	CXX
				For Di. Culveryns	-	-	LXX
				For Sakers	-	-	CXX
				For Fawcons	-	-	C
				For Slyngs	-	-	C
				For Di. Slyngs	-	-	L
				Crosse barre Shotte	-	-	C
				Dyce of Yron for Hayle	}		IIII ^a
				Shotte			

Shotte

Shotte of Stoen and Leade.

For Canon Perer	-	LX
For Porte Pecys	-	ccc
For Fowlers	-	c
For Toppe Pecys	-	xl
For Baeflys Shotte of Leade	ii ^m	

Arrowes, Morry Pycks.,
Byllys, Daerts for Toppys.
Bowes, Bowestryngs.

Bowes of Yough	-	v ^e
Bowe Stryngs	x	Grocys.
Morrays Pykes	-	cc
Byllys	-	cc
Daerts for toppis	iii	Douffens c

Munycions.

Eych hamers	-	xx ^{ti}
Sledgys of Yron	-	xii
Crowes of Yron	-	xii
Comaunders	-	xii
Tampions	-	v ^m
Canvas for Cartowches	i quar.	
Paper Ryall for Cartowches	vi	

Habilliments for Warre.

Ropis of Hempe for	} x Coytt.
wolyng and brech- yng	
Naylis of fundere Sorts	i ^m
Baggs of Ledder	xii
Fyrkyns with Purfys	vi
Lyme Potts	x Doufs
Spaer Whelys	iiii Payer
Spaer Truckells	iiii Payer
Spaer extrys	xii
Shepe Skynnys	xxiiii
Tymber for Forlocks	c Feet.

A P P E N D I X, N^o IV.

The Names of all the King's Majesty's Shippes, Galleys, Pynnasses, and Rowbarges; with their Tonnage and number of Soldiers, Mariners and Gunners; as also the Places where they now be.

5 Jan. Anno R. R. Ed. VI. primo.

Shippes at Wolwidge.

THE *Henry Grace a Dieu*, 1000 tons. Souldiers 349. Marryners 301. Gonners 50. Brass Pieces 19. Iron Pieces 103.

At Portsmouth.

	Tons.	Soldiers, &c.		Brass Pieces.		Iron Pieces.	
The Petir	600	-	400	-	12	-	78
The Mathewe	600	-	300	-	10	-	121
The Jesus	700	-	300	-	8	-	66
The Pauncy	450	-	300	-	13	-	69
The Great Barke	500	-	300	-	12	-	85
The Lesse Barque	400	-	250	-	11	-	98
The Murryan	500	-	300	-	10	-	53
The Shruce of Dawske	450	-	250	-	-	-	39
The Cristoffer	400	-	246	-	2	-	51
The Trynytie Henry	250	-	220	-	1	-	63
Tne Swepe Stake	300	-	230	-	6	-	78
The Mary Willoughby	140	-	160	-	-	-	23

Gallies at Portesmouth.

T' Anne Gallant	450	-	250	-	16	-	46
The Sallamander	300	-	220	-	9	-	40
The Harte	300	-	200	-	4	-	52
The Antelope	300	-	200	-	4	-	40

The

	Tons.	Soldiers, &c.	Brass Pieces.	Iron Pieces.
The Swallowe	240	- - - 100	- - - 8	- - - 45
The Unycorne	240	- - - 140	- - - 6	- - - 30
The Jeannet	180	- - - 120	- - - 6	- - - 35
The Newbarke	200	- - - 140	- - - 5	- - - 48
The Greyhounde	200	- - - 140	- - - 8	- - - 37
The Teager	200	- - - 120	- - - 4	- - - 39
The Bulle	200	- - - 120	- - - 5	- - - 42
The Lyone	140	- - - 120	- - - 2	- - - 48
The George	60	- - - 40	- - - 2	- - - 16
The Dragone	140	- - - 120	- - - 3	- - - 42

Pynnasses at Portesmouth.

The Fawcone	80	- - - 55	- - - 4	- - - 22
The Blacke Pynnes	80	- - - 44	- - - 2	- - - 15
The Hynde	80	- - - 55	- - - 2	- - - 26
The Spannythe Shallop	20	- - - 26	- - -	- - - 7
The Hare	15	- - - 30	- - -	- - - 10

Row-barges at Portesmouth.

The Sonne	20	- - - 40	- - - 2	- - - 6
The Cloud in the Sonne	20	- - - 40	- - - 2	- - - 7
The Harpe	20	- - - 40	- - - 1	- - - 6
The Maidenheade	20	- - - 37	- - - 1	- - - 6
The Gellyflowre	20	- - - 38	- - -	- - -
The Ostredgefether	20	- - - 37	- - - 1	- - - 6
The Roose Slipe	20	- - - 37	- - - 2	- - - 6
The Flower de lewce	20	- - - 43	- - - 2	- - - 7
The Rose in the Sonne	20	- - - 40	- - - 3	- - - 7
The Port quilice	20	- - - 38	- - - 1	- - - 6
The Fawcon in the fetherlock.	20	- - - 45	- - - 3	- - - 8

Deptford Strande.

The Graunde M ^{rs}	450	- - - 250	- - - 1	- - - 22
The Marlyon	40	- - - 50	- - - 4	- - - 8
	G			The

	Tons.	Soldiers, &c.	Brass Pieces.	Iron Pieces.
The Galley Subtill, or } Roo Galley	200	- - 250	- - 3	- - 28
The Brickgantlyne	40	- - 44	- - 3	- - 19
The Hoyebarke	80	- - 60	- - -	- - 5
The Hawthorne	20	- - 37	- - -	- - -

In Scotland.

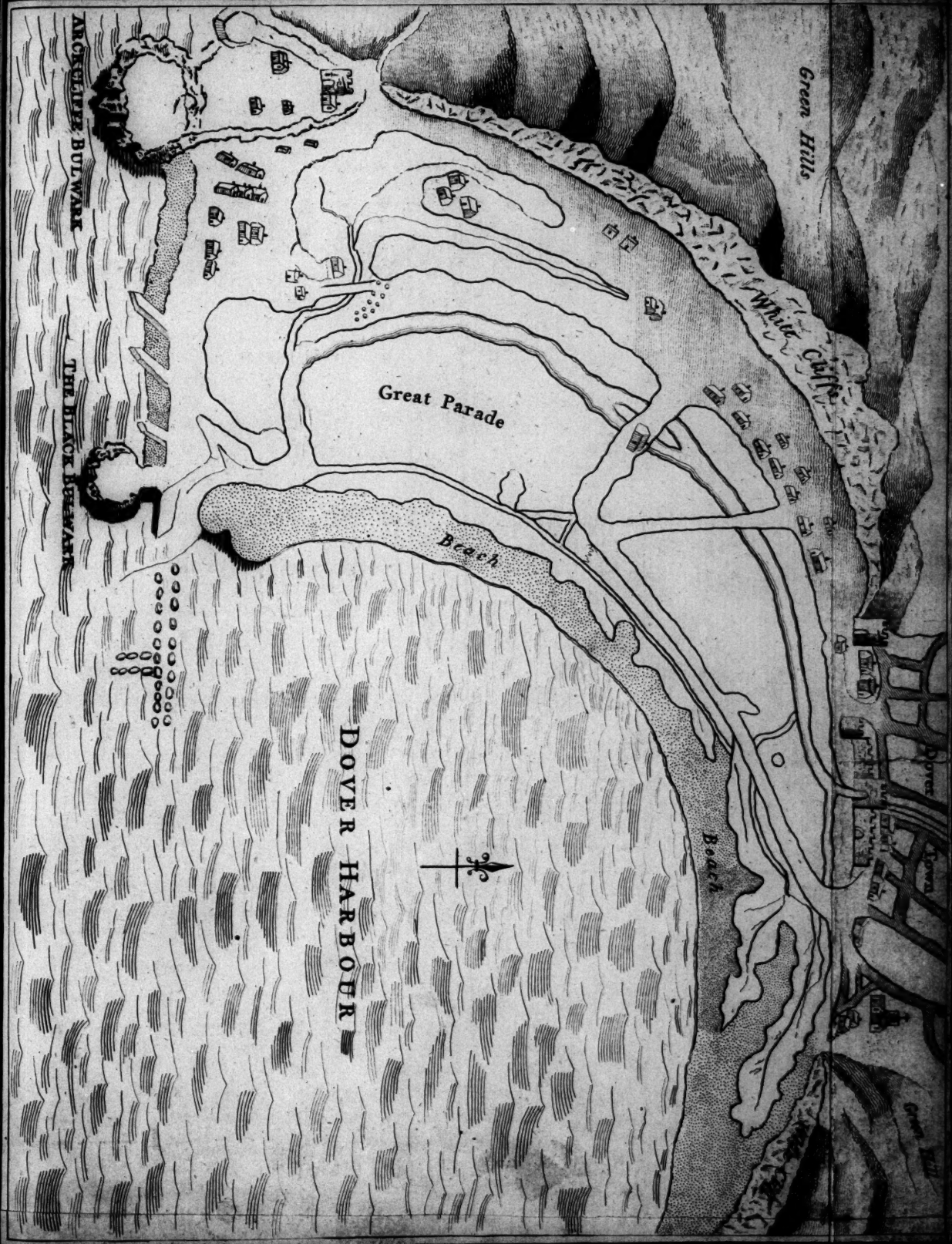
The Mary Hambrow	400	- - 246	- - 5	- - 67
The Phoenix	40	- - 50	- - 4	- - 33
The Saker	40	- - 50	- - 2	- - 18
The Doble Roofie	20	- - 43	- - 3	- - 6

Total Number of Ships, &c.	Tons.	Nombré of Men-
53	6255	Soldiers - - 1885
		Maryners - - 5136
		Gonners - - 759
		<u>7780</u>

F I N I S .



DOVER HARBOUR



ARCADE BULWARK

THE BLACK BARRACK

Great Parade

Beach

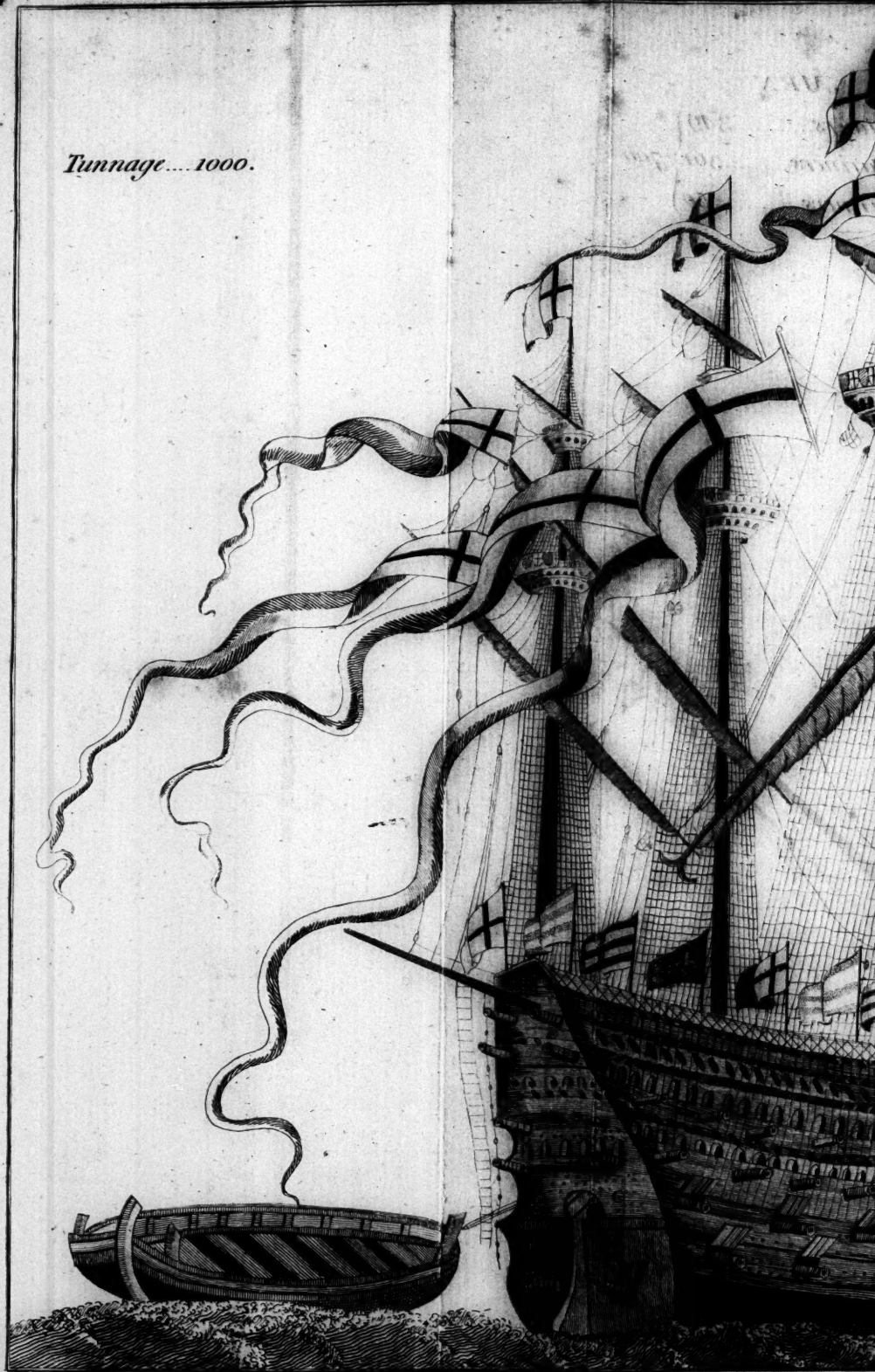
DOVER HARBOUR

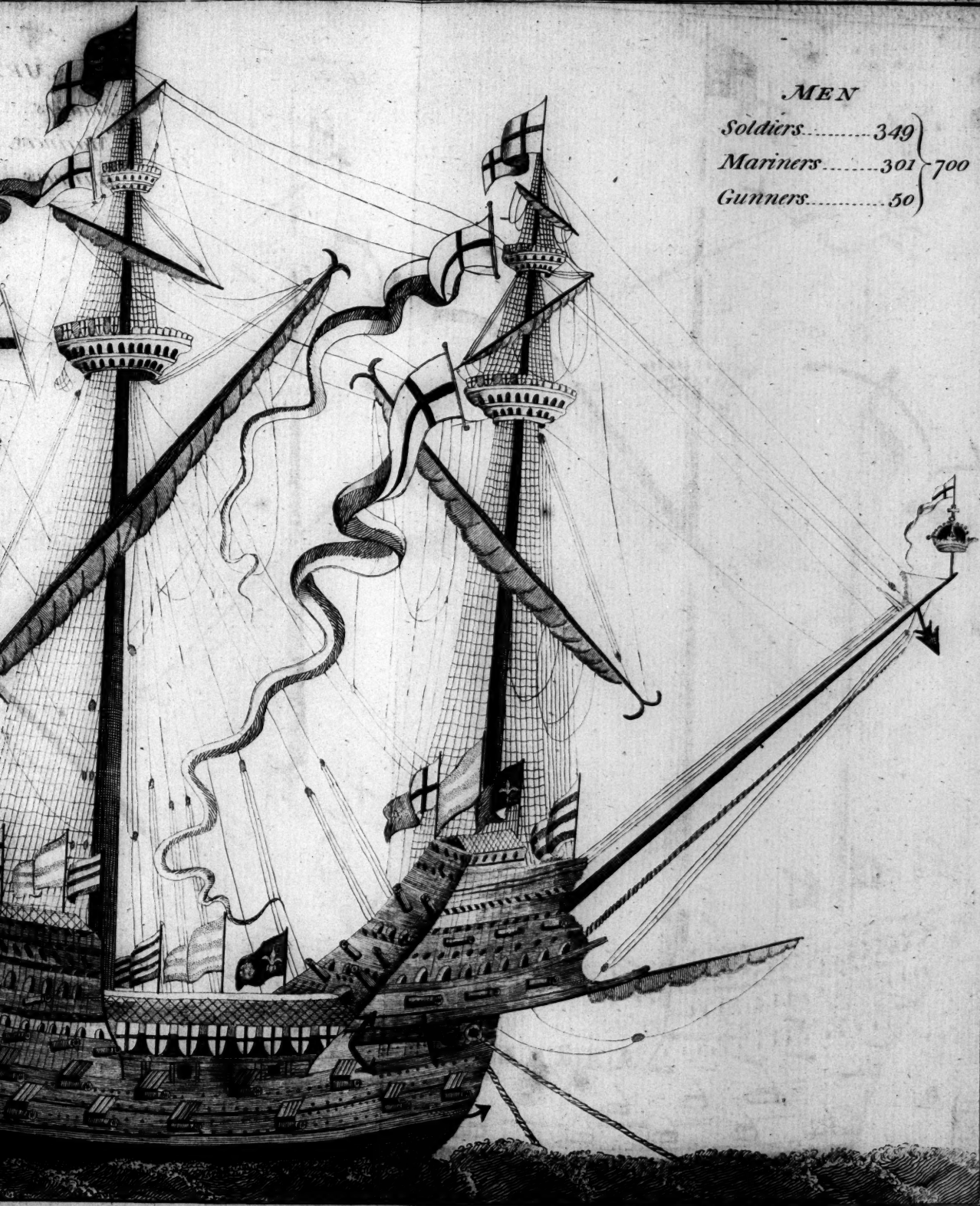
Green Hills

White Cliffs

Beach

Tunnage....1000.





MEN

<i>Soldiers</i>	349	} 700
<i>Mariners</i>	301	
<i>Gunners</i>	50	

The Prince Companion	to face the Table
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Appendix. Vignette Britannia, the Star of the Garter upon a Shield.	

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Ceremonial of an Installation at Windsor September 22. 1762.	} 40.
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It appears that there has been an omission in Busnells Historical list
of the knights of the Garter London 1747. D.M. &

Notes Hist. of Windsor Castle & H.G. Elton 1749. 4th

several of these knights were in these members of H.G.

El: John George W. of London, who was Elected Knight of the Garter

Feb. 2. 1691. see London Gazette No. 2737.

& Invested at Brecken in February 15. 1692. see London Gazette No. 2845.